

BLOOMINGTON TRAFFIC COMMISSION

AGENDA

FOR

April 28, 2004
CITY HALL AT SHOWERS
401 NORTH MORTON STREET
BLOOMINGTON, IN 47404

5:30 P.M. – CITY COUNCIL CHAMBERS

- I. ROLL CALL
- II. APPROVAL OF MINUTES
- III. REPORTS AND ANNOUNCEMENTS
- IV. OLD BUSINESS

A. Atwater Avenue and Henderson Street Signalization Update

The Engineering Department will provide an update as to the status of the Atwater Avenue and Henderson Street Intersection improvements.

V. NEW BUSINESS

A. 6th Street & Morton Street

Request to change the existing parallel parking spaces on the Southeast corner to angle parking.

B. 7th Street and Morton Street

Request to change the existing parallel parking spaces on the Northwest corner to angle parking.

C. Hunters Glen

Loretta Fowler's request for no parking on both sides of the street.

VI. DISCUSSION

VII. ADJOURNMENT

**BLOOMINGTON TRAFFIC COMMISSION
MINUTES OF THE MEETING
MARCH 24, 2004**

I. ROLL CALL

- A. Members Present: Mike Avila, Jeff Canada, Jack Davis, Nancy Harms, Bill Hayden, Sheryl Lockridge for Russell White, Jim Rosenbarger, Sid Smith
- B. Members Absent: Buff Brown
- C. Staff Present: Justin Wykoff, Denise Henderson, Julio Alonso

II. APPROVAL OF MINUTES

Smith motioned to approve the minutes of the February 25, 2004 meeting. Davis seconded the motion. Vote 7-0-0 (Note: Avila came in after roll call and approval of minutes).

III. REPORTS AND ANNOUNCEMENTS

There were none at this time.

IV. OLD BUSINESS

A. Atwater Avenue and Henderson Street Signalization Update

Julio Alonso, Public Works Director, was present at the meeting. The City has looked at the additional measures that have been suggested for this area and is in support of improving the intersection. The City recently made some moderate changes to improve this area and is looking at the impact these changes have made. The City plans for additional pedestrian safety measures (i.e. lighted pedestrian crosswalk). Wykoff presented a map showing a possible intersection redesign (available in Engineering Department). Wykoff stated that the main concerns with the intersection are pedestrian safety and the high number of accidents. The proposal showed having a dedicated right turn lane and one straight lane. This would include a pedestrian refuge area with a lighted crosswalk. There would be additional signage installed prior to the sharp curve. Wykoff stated that the design makes the intersection more pedestrian friendly and safe. Smith questioned on how this design would effect Henderson Street at Third Street. Wykoff stated that there would not be a change near this intersection and there would still be three lanes. Hayden questioned on whether a transit bus could cross the intersection. Wykoff stated that a bus could cross the intersection. Hayden stated that it is his understanding at this time, that Bloomington Transit will not have one of their busses cross at this intersection.

Rosenbarger stated that he has a concern about eliminating sidewalk on the northwest corner. The proposed right turn lane helps vehicles to flow around the corner and makes the intersection better for vehicles but not necessarily for pedestrians. Rosenbarger questioned on whether they could encourage pedestrians to cross west of the intersection. Wykoff stated that the proposal is trying to get pedestrians to cross at one focal area. The area on the northwest corner will become a raised island with a curb. Wykoff stated that pedestrians cross anywhere in this area causing a safety issue. Lockridge stated that when she performed the pedestrian counts in the fall, people were crossing everywhere and vehicles would need to slow down to miss the pedestrians. Lockridge stated that she feels that it is better to try to move pedestrians to one area. Harms questioned on whether the cars in the right turn lane could see past the vehicle to the left of them in the straight lane. Wykoff stated that vehicles turning to the right should be able to pull far enough up for drivers to see past the car in the straight lane. Wykoff stated that there are new signs, per the MUTCD, that indicate pedestrian walkways. Harms questioned on what the pedestrian walkways would look like. Wykoff stated the crosswalk would be similar to the crosswalk that was installed on Covenanter Drive and that which will be used on College Avenue for the Miller Showers Project. Smith stated that the Commission had approved this intersection for the installation of a traffic signal a few months ago and questioned as to why this request was not going forward and the City was looking at other alternatives. Wykoff stated that there are concerns with the installation of a signal (i.e. timing of the signals, pedestrian safety, etc..) and that the City was looking at different alternatives. Wykoff stated that only two of the eight warrants were met for the installation of a signal. The volume count was one warrant not met and that other alternatives were being looked at. Hayden stated that he felt that the traffic at Third Street and Indiana Avenue is just as high as it would be at Henderson Street and Atwater Avenue and that this signal has been there for at least 20 years. Avila stated that this intersection has as much traffic as that at Atwater and Woodlawn Avenue and there is a signal there. Wykoff stated that the City is looking at alternatives that are less costly but that he can take the request for the signal onto City Council but without the Engineering Department approval. He would like to keep the item on the agenda until resolved.

Mark Hooker – 704 East Side Drive: He stated that he uses this area as both a pedestrian and driver. He crosses Atwater to the west of Henderson Street so he can see if there is a vehicle coming around the corner. He feels that there should be some type of warning sign in advance of the intersection.

B. Euclid Avenue & Howe Street

Wykoff stated that it was noted the curbs were not painted back to code at this intersection and that this would possibly improve the line of sight issue. Wykoff stated that both the volume and accident counts do not warrant the multi-way stop.

Brenda McNellen – 329 S. Buckner Street: She is the one who made the request for the multi-way stop. She is on the Prospect Hill Neighborhood Association and has had several requests from residents to improve this area. The residents feel that there is a visibility problem. The neighborhood is looking at putting in a community garden on the southwest corner and this will encourage pedestrians to the area.

Wykoff stated that the curbs would be painted back 30' to code. This distance could be increased if the 30' is not sufficient. Since the warrants are not met, the Engineering Department is not in support of the request. Wykoff would like to paint the curbs and see how this effects the intersection. Hayden questioned on whether there could be crosswalks marked on the street. McNellan stated that she brought this issue to the Commission because several neighbors wanted something done to improve the safety at this intersection. Chris Sturbaum, City Councilmember, stated that he knows that some people feel stop signs do not slow down traffic, but he disagrees. Sturbaum stated that he knows that the warrants are not met but they are probably not met for the multi-way stop at Third and Jackson as well as at Maple and Howe. He feels that a multi-way stop is a cheap alternative and should be installed at this intersection. Hayden questioned on whether the multi-way stop at Maple and Howe could be moved to Euclid and Howe. Sturbaum asked why you would want to do this. Lockridge questioned that since there was going to be a community garden on the southwest corner, could crosswalks be marked. Rosenbarger motioned to approve the request for a multi-way stop at Euclid and Howe. Davis seconded the motion. Vote 7-1-0 (Lockridge opposed). NOTE: Wykoff stated that since the warrants were not met and the Engineering Department did not support the request, representatives from the Commission would need to be present at the Council meeting when this request was brought forward.

V. NEW BUSINESS

A. Eastside Drive between First and Second Streets – request by Mark Hooker for no parking

Wykoff stated that the request is for no parking in the 600 and 700 Block of Eastside Drive. The street is currently in the Zone 2 Neighborhood Permit Parking program. The street width ranges from 25' 11" to 28' 4". Wykoff stated that the Engineering Department proposal is to eliminate the parking on the East side. There would be fewer parking spaces eliminated with removing the parking on the East side compared to the West side. Wykoff stated that there is only a 12' travel lane available when two cars are parked across from one other. Wykoff stated that public notices were sent out and that the Engineering Department received one phone call from a resident who lives on the West side. The resident would like to keep things as is but if he had to choose a side for no parking, he would pick the East side. The resident felt that the parked vehicles helped to slow

down traffic. Davis stated that he originally did not feel that there was a problem on the street until he visited the area before the meeting. He stated that people were trying to pull out of their driveways while there were vehicles parked on both sides of the street and a bicyclist was trying to get through the area. Smith stated that there is a sidewalk on the West side and that the parking should be allowed on this side. If the parking stayed on the East side, people would be parking in resident's yards.

Mark Hooker – 704 S. Eastside Drive: Hooker stated that he has 12 signatures from residents, as well as, three e-mails in support of the request to have the parking restriction on the West side. The area is very congested with cars parked everywhere. Most of the houses have single car garages and carports. Hooker stated that it is difficult to back out of your driveway, as well as, get an emergency vehicle down the street when cars are parked on both sides of the road. He doesn't understand how Wykoff came up with the number of parking spaces lost for the East vs. West sides. He feels that you would have more parking spaces on the East side.

Paul – 701 S. Eastside Drive: He rents the house with two other guys and he feels that they might be part of the problem with vehicles parked on the street. They have tried to be conscious of the parking problem and stay in front of their residence. He noted that if the concern was for whether an emergency vehicle can get through, how does the sanitation truck make it down the street now. There is concern about there becoming a speeding problem if the parking is removed. One possible solution is to stagger the parking restriction from block to block. He is not in favor of the no parking request but if he has to choose a side for the restriction, he would like for it to be the West side.

Rosenbarger questioned on where the cars would go if the parking is eliminated, would people start to pave their yards for parking. Davis stated that the vehicles that are parked in this area are legal because they have permits. He does not know if they live on the street. Smith stated that if it is not broke, don't fix it and feels that the area should stay as is. Hayden motioned to recommend the approval to have no parking on the West side of Eastside Drive from First Street to Second Street. Harms seconded the motion. Vote 7-1-0 (Smith opposed).

B. Franklin Road – Ken Nunn's request to have no parking on one side

Wykoff stated that this request was brought to the Engineering Department by Ken Nunn, who is in the process of building a new office complex on Franklin Road. Wykoff stated that a new restaurant, Tumbleweed, just opened and there has become a problem with cars parking on both sides of Franklin Road. The street becomes too narrow for emergency vehicles to get through as well as having two lanes of through traffic. The street width ranges from 27' to 28' 9". Wykoff stated that the West side of the street was chosen for the parking restriction due to the number of driveways. Dean Arnold, attorney for Ken Nunn,

stated that parking has become more of a problem since the Tumbleweed restaurant is opened for lunch. The Texas Roadhouse restaurant does not open until later in the evening. Arnold stated that the restriction is mainly for business hours. Smith questioned on whether Nunn wanted the restriction temporary while the construction is going on or of a permanent nature. Arnold stated that they originally wanted the parking restriction for the construction period but would like to have it permanent. Hayden questioned on whether Franklin Road was designed for parking. Wykoff stated that the street was not designed to have parking on both sides. Rosenbarger questioned on what the classification was. Wykoff stated that Franklin Road is classified as a local street. Smith stated that he is afraid that even if you make it no parking, people will still park there. Arnold stated that this might be true, but at least there will be a sign to help with enforcement. Rosenbarger stated that he felt that there would be more of a problem if the parking is eliminated. Hayden stated that the parking restriction should be just during business hours. Hayden motioned to approve the request for no parking on the West side of Franklin Road Monday thru Friday, 8:00 a.m. to 6:00 p.m. Harms seconded the motion. Vote 4-4-0 (Canada, Davis, Lockridge, Smith opposed). The vote was not unanimous; therefore, the motion does not pass. Wykoff stated that the road is not wide enough to accommodate two lanes of parked vehicles as well as two lanes of through traffic. An emergency vehicle has to be able to get down this street and this would be difficult with cars parked on both sides. Arnold supported what Wykoff said in that they want to make sure that the emergency vehicles can access this street. Smith motioned to approve the Engineering Department's proposal in having no parking on the West side of Franklin Road (with no time restriction). Davis seconded the motion. Vote 7-0-1 (Rosenbarger abstained).

C. Smith Avenue and Dunn Street – Dan Gorayeb's request for a multi-way stop

Wykoff stated that this request had come before the Commission in 1999 and the request was denied because the warrants were not met. The traffic and accident counts were updated and the warrants were still not met. Wykoff stated that there have been several accidents but these were mainly due to the visibility problem with the cars parking too close to the intersection. Wykoff stated that the curbs were redone in this area and were not painted back to code. When the request was brought before the Commission in 1999, it was decided that the curb should be painted yellow to 50' north of Dunn Street. Wykoff stated that the Engineering Department is not in favor of the request because the warrants are not met but would like to try to improve the visibility issue by having the curb painted yellow. Wykoff stated that the Traffic Division would be painting the curbs to code within the next couple of days. Rosenbarger questioned on how many accidents there had been. Lockridge stated that there had been ten accidents in three years. Most of the accidents occurred as people were traveling eastbound on Smith Avenue and could not see because cars were parked on the yellow curb on Dunn Street. Lockridge stated that on a few of the accident reports it was noted that there was a visibility problem due to a vehicle being illegally parked on the

yellow curb and the vehicle was towed. John Burnham was present at the meeting. He stated that he owns most of the property on the West side of Dunn Street from Smith Avenue to Third Street. Burnham stated that drivers come off of the ramp from Atwater speeding down Dunn Street. This is very dangerous when cars are parked on both sides of Dunn Street up to the intersection with Smith Avenue. Burnham stated that he wanted the area to be part of the Neighborhood Permit Parking program but it was not included. It was noted that there is parking on the East side of Dunn Street from Smith to Second Street and on the West side from Smith to Third Street. Burnham stated that a stop sign would help slow down traffic and reduce accidents. He noted that he has lived with the area as is and will continue to do so if a stop sign is not approved but the stop sign would be helpful. Avila stated that the problem is that traffic Eastbound on Smith Avenue cannot see the traffic Southbound on Dunn Street and that the installation of a stop sign will not help this visibility problem. The problem is that the yellow curb restriction needs to be better enforced. Avila questioned on whether bump outs, similar to those on Kirkwood Avenue, could be installed. Hayden stated that he is concerned with the speed of traffic on Dunn Street and he feels that stop signs slow down traffic no matter what the MUTCD states. Smith stated that he would be in favor of the multi-way stop with the bump outs. Harms stated that she is in favor of the multi-way stop with the curbs painted yellow. Rosenbarger stated that he is in favor of a multi-way stop; yellow curbs are hard to maintain. Hayden motioned to approve the request for a multi-way stop at Dunn Street and Smith Avenue. Harms seconded the motion. Vote 7-1-0 (Avila opposed).

VI. DISCUSSION

There was none at this time.

VII. ADJOURNMENT

The meeting adjourned at 7:15 p.m. The next meeting is scheduled for April 28, 2004.

City of Bloomington

401 North Morton Street
Bloomington, IN 47404

Traffic Commission Meeting

DISCUSSING THE REQUEST TO

Replace the parallel parking spaces with angled parking spaces

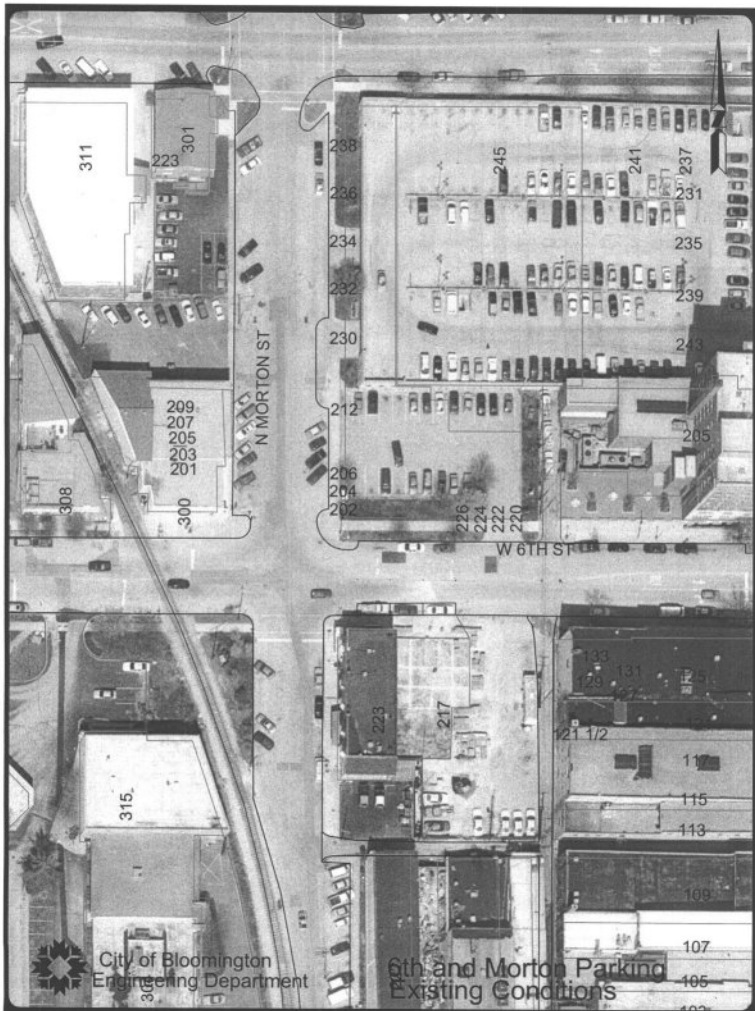
For Immediate Release

Wednesday April 21, 2004

**Contact: Denise Henderson, City of Bloomington Traffic Commission
PO Box 100
Bloomington, IN 47402
(812) 349-3417**

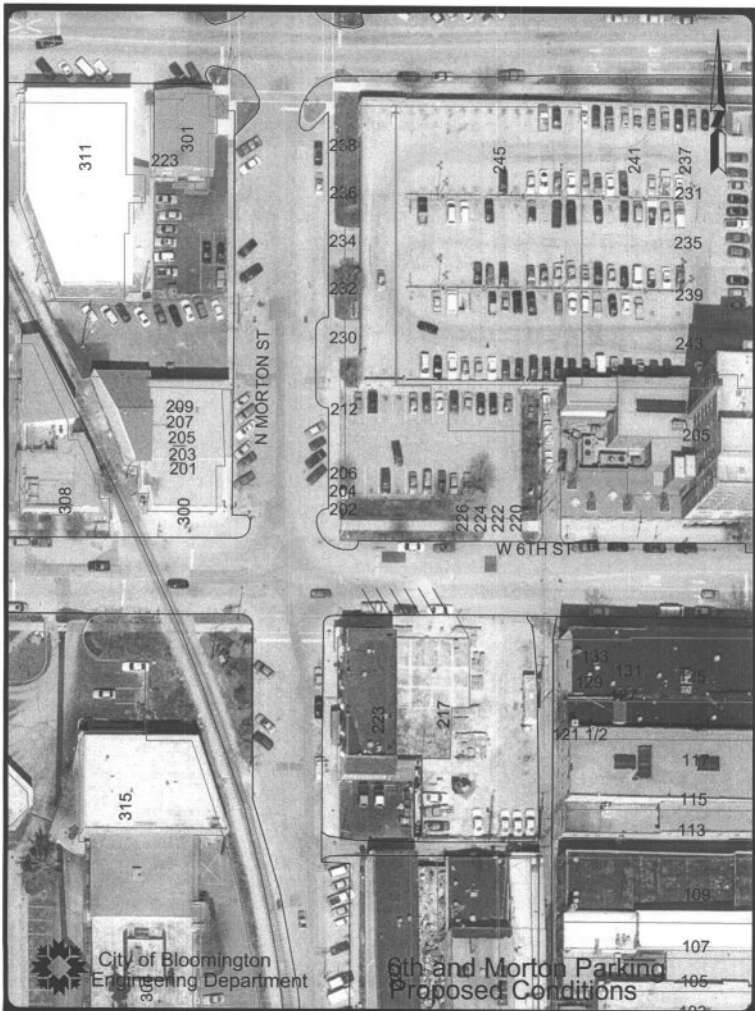
The City of Bloomington Traffic Commission will discuss a request to replace the parallel parking spaces with angled parking spaces on the SE corner of W. 6th Street and N. Morton Street. (See Attached Map).

This request will be discussed by the Traffic Commission at their meeting on Wednesday April 28, 2004. The meeting will be held in the City Council Chambers located at 401 North Morton Street at 5:30 p.m. This is an informal meeting and we are interested in any comments or suggestions you may have concerning this issue. If you are unable to attend the meeting and wish to make any comments, you may contact Ms. Henderson, Secretary for the Bloomington Traffic Commission. Thank you.



City of Bloomington
Engineering Department

6th and Morton Parking
Existing Conditions





Looking SW on 6th at on street parking

04.14.2004 15:05



Looking SW on 6th at on street parking

04.14.2004 15:05



04.14.2004 15:03

Parking at SE corner of 6th and Morton

City of Bloomington
401 North Morton Street
Bloomington, IN 47404

Traffic Commission Meeting

DISCUSSING THE REQUEST TO

Replace the parallel parking spaces with angled parking spaces

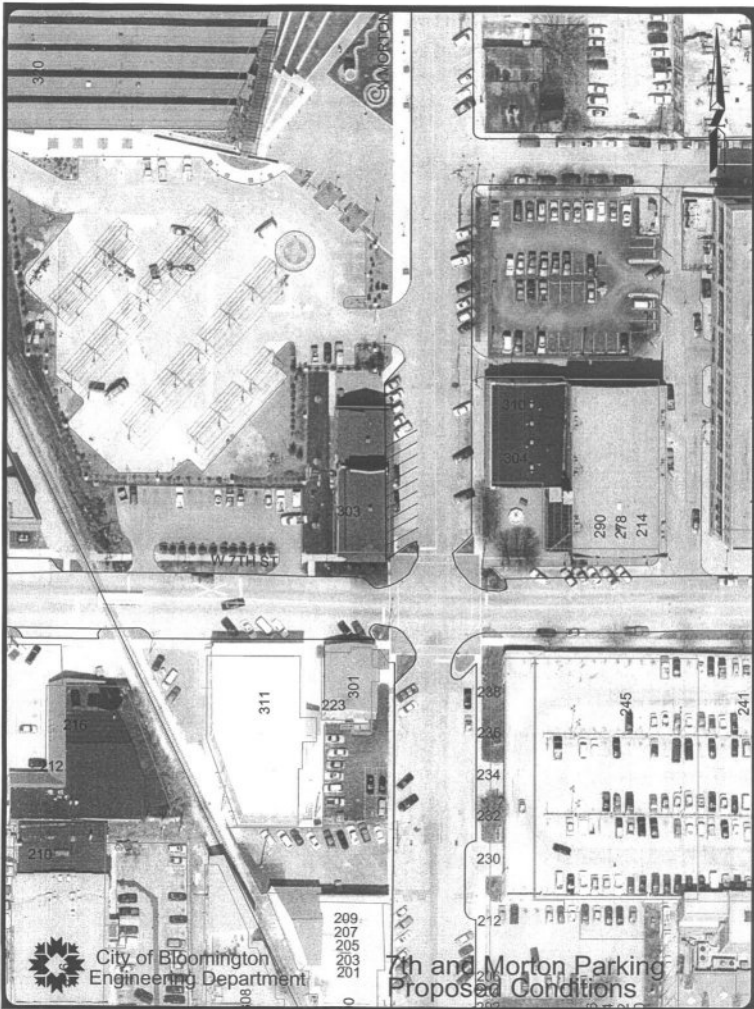
For Immediate Release

Wednesday April 21, 2004

Contact: Denise Henderson, City of Bloomington Traffic Commission
PO Box 100
Bloomington, IN 47402
(812) 349-3417

The City of Bloomington Traffic Commission will discuss a request to replace the parallel parking spaces with angled parking spaces on the NW corner of W. 7th Street and N. Morton Street. (See Attached Map).

This request will be discussed by the Traffic Commission at their meeting on Wednesday April 28, 2004. The meeting will be held in the City Council Chambers located at 401 North Morton Street at 5:30 p.m. This is an informal meeting and we are interested in any comments or suggestions you may have concerning this issue. If you are unable to attend the meeting and wish to make any comments, you may contact Ms. Henderson, Secretary for the Bloomington Traffic Commission. Thank you.



City of Bloomington
Engineering Department

7th and Morton Parking
Proposed Conditions



Parking at NW corner of 7th and Morton

04.14.2004 15:02



04.14.2004 15:01

Looking SW at on street parking



04.14.2004 15:01

Looking South on Morton at on street parking

City of Bloomington

401 North Morton Street
Bloomington, IN 47404

Traffic Commission Meeting

DISCUSSING THE REQUEST TO

Remove on street parking on South Hunters Glen

For Immediate Release

Wednesday April 21, 2004

**Contact: Denise Henderson, City of Bloomington Traffic Commission
PO Box 100
Bloomington, IN 47402
(812) 349-3417**

The City of Bloomington Traffic Commission will discuss a request for the removal of on street parking on both sides of South Hunters Glen. (See Attached Map).

This request will be discussed by the Traffic Commission at their meeting on Wednesday April 28, 2004. The meeting will be held in the City Council Chambers located at 401 North Morton Street at 5:30 p.m. This is an informal meeting and we are interested in any comments or suggestions you may have concerning this issue. If you are unable to attend the meeting and wish to make any comments, you may contact Ms. Henderson, Secretary for the Bloomington Traffic Commission. Thank you.

March 30, 2004

Justin Wykoff
Public Works
City of Bloomington
Bloomington, IN 47402

Dear Mr. Wykoff,

Please accept this request for a sign prohibiting parking on the street in the Hunters Glen cul de sac. Since the house at 2894 was rented in August 2003, there often have been as many as twenty cars parked by residents/visitors at 2894 Hunters Glen. This is a narrow, non-through street that provides access to six houses. These several cars, at times parked on both sides of the street, have caused the residents on Hunters Glen serious problems. The moving of cars in and out is potentially dangerous to the small children on the cul de sac and to family pets. The cars take up so much space that delivery trucks sometimes have trouble getting in and out, and the cars often block the mailbox, which threatens to prevent mail delivery. In the winter, snow plows have difficulty getting through. This summer road repair is planned on Hunters Glen; the cars on the street may interfere with the work. Even the residents have difficulty maneuvering through the cars that line both sides of the street.

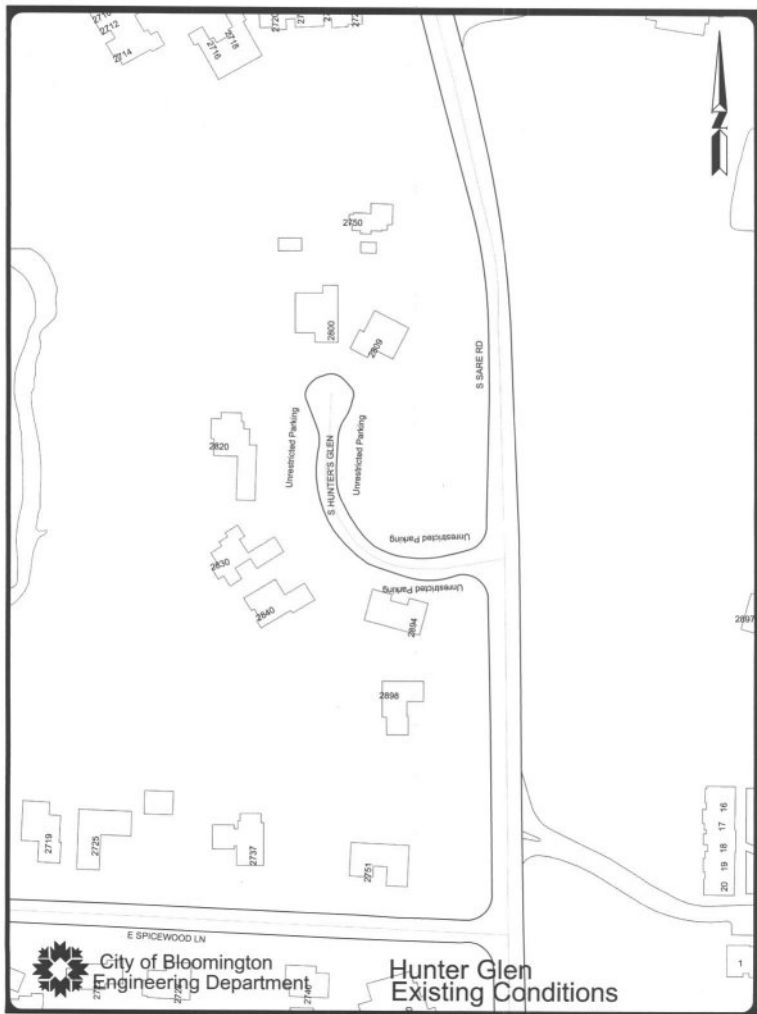
For all these reasons, we respectfully request that the city put up a sign prohibiting parking on the street. Thank you for your consideration.

Sincerely,

Loretta Fowler

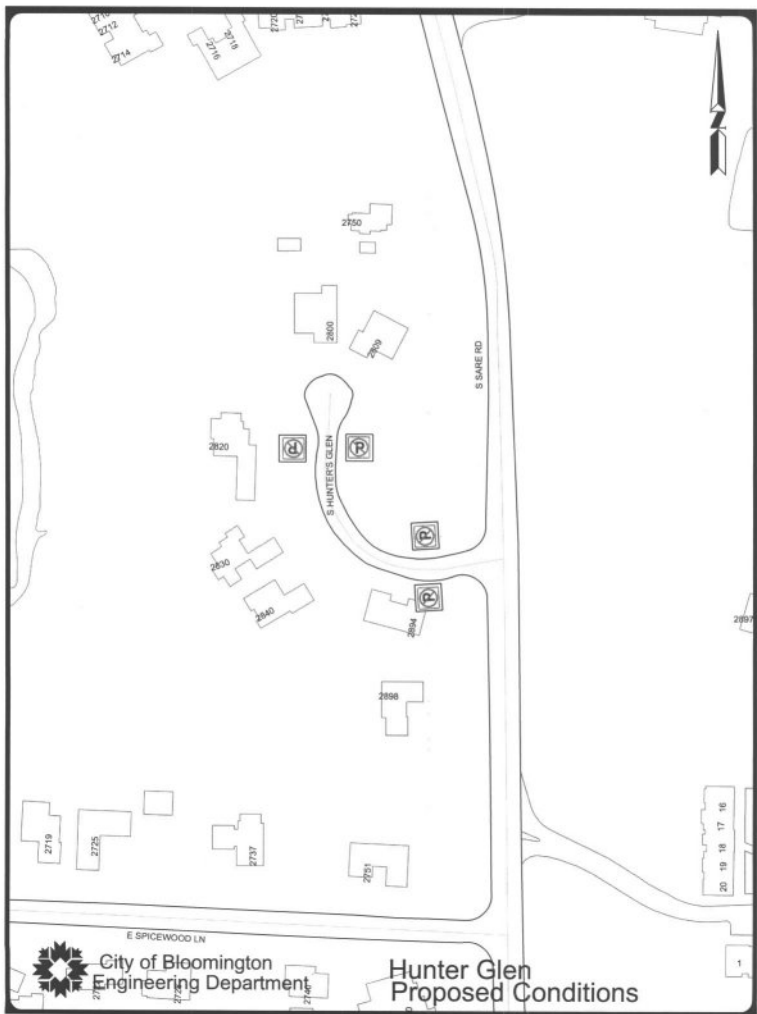
For:

Loretta Fowler, 2820 Hunters Glen (333-0130)
Joann and David Andretsch, 2830 Hunters Glen (331-1643)
Gloria and Wesley Dunbar, 2840 Hunters Glen (332-2036)
Gian-Carlo Maiorino, 2809 Hunters Glen (855-5083)



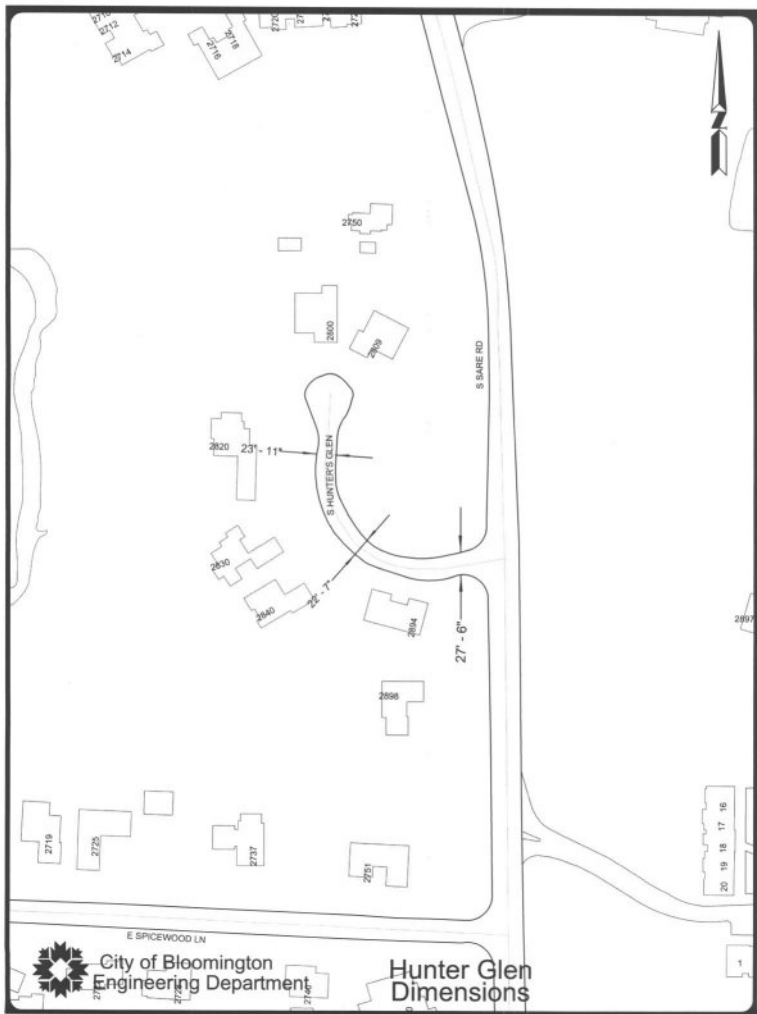
City of Bloomington
Engineering Department

Hunter Glen
Existing Conditions



City of Bloomington
Engineering Department

Hunter Glen
Proposed Conditions



City of Bloomington
Engineering Department

Hunter Glen
Dimensions



04.14.2004 14:33

Looking West at entrance to Hunters Glen from Sare Road



04.22.2004 09:30

Looking West on Hunters Glen from Sare at on street parking



04.14.2004 14:31

Looking South on Hunters Glen from Cul-de-sac



04.14.2004 14:31

Looking SE on Hunters Glen from mid block



04.14.2004 14:32

Looking East on Hunters Glen towards Sare Road



Looking East on Hunters Glen at on street parking

04.22.2004 09:29